

# FLOWER-POWER

CHRISTMAS

1977

MAGAZINE  
OF THE  
TRIUMPH MAYFLOWER CLUB

DONT FEEL  
STRANDED!  
FOR SPARES  
TRY THE CLUB



--- ooo ---

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Ed's Piece

Good Grief! Here we are only a fortnight before Christmas and I still have not got the Mag away! As well as that it seems only a short time since I was in the same boat a year ago. Anyway I hope most of you will be able to brouse through your Christmas issue of Flower-Power over the appropriate period. As usual I have tried to include something for the youngsters...this time it is a dice game called The Grand Mayflower Rally. Even though I thought it up myself I'm dieing to have a go and see how it works out.

This issue is being produced under some difficulty as recently we had some of our damper walls treated for a dampcourse by chemical, so I have had to hack off large areas of plaster. So now parts of the house resemble the underneath of an old brick tunnel. To cap it all my wife, who is between sessions of an O.U course and hence with unaccustomed spare time, has decreed that this is an excellent opportunity to undertake extensive redecorating. So not only am I frowned upon for creeping off to the typewriter but my material keeps getting cleared up, moved from here to there and back and so on so it is a wonder that you are getting anything at all!

Robin has now progressed with his TR2 rebuild to the point where an MOT certificate has been obtained and the car is on the road. As Robin is the first to admit, it is hardly concours but it is sound where it matters and all systems are go. Like all 2's it is cold, draughty, wet, lumpy, noisy and very potent. Why anyone should want to put one on the road at the BEGINNING of winter beats me. Still, as he has taken it off to London where he lives this has left a garage free and my TR4, which I have just taken OFF the road for a rest and facelift is enjoying a spell under cover. It is perhaps worth recording that 'My Four' has been in continuous use since I bought it in Sept. '76 and with one exception, when tracking took place on the distributor shortly after I got it, it has never let me down in something over 20,000 miles. I think it has earned the new big end and main shells, decock and general tarting up to which I hope to treat it over the next few months. Rob says I can have one of his spare overdrive units as well...good old lad!!

In the meantime I have reverted to the family spare...!Winnie', a 1959 100E Anglia....slow, sedate and moderately reliable...flat out at 45!! Somebody even asked me if she was for sale! She hasn't been in use since Aug. '76 but with a little dickerling up went through the MOT with no trouble....they don't make 'em like that any more!! Considering that the old bus has been run for years on the sump drainings from the 'better' cars in the stable I reckon she does very well...so well that last night I treated her to a sumpfull of brand new unused Duckhams. She positively purred after that.

Eileen has asked me to make known her appreciation of the many letters she has received since her retirement as Hon Sec, and also to thank the Club for the spray of flowers presented to her at the A.G.M. 'Twas no more than you deserve, dear lass, for all your sterling service to the Club.

Ed's Piece continued...

Oh dear, I seem once again to be hogging too much space. Worse than that I hav'nt really got the time to take proper care of all the typing errors (hence the overtyping instead of sealing and recutting). I think me typewriter needs a clean too.(Anyone got a head set for a decked typewriter?)

Well, all the best for Christmas and let's hope 1978 is a better year for dear old Britannia than the last.

Ed.

#### AGM NEWS ... 1977

This will be a somewhat sketchy report as, for the aforementioned reasons, I cant find my notes and have to rely on my increasingly dodgy memory. Still, that gives me a good excuse to be brief, and to miss out all the formal stuff.

The meeting, on 9th October at the Bell Inn, Bristol, was well attended, (no trouble with a quorum this time) and there were even some new faces. All the Club officers gave their formal reports on the past year and these were adopted. Eileen Mills said her piece as resigning Hon Sec and was presented with a spray of flowers (rather a magnificent one). Terry said his piece as resigning Spares Sec and got a vote of thanks (Oh well you would'nt want flowers, would you mate!)

Rally Sec Reg regretted the loss on the '77 National Rally and said that he hoped to have a sponsor lined up for '78 which would overcome this. The 1978 Nat. Rally is scheduled for 11th. June at Dodington House. STIR 3 is going to be at Castle Donnington sometime in Aug/Sept.

Regarding the New Cykinder Head Project, we still had quite insufficient numbers of orders and cash promised to proceed. Members who have expressed interest will soon be asked whether we should at least go ahead and order the pattern or whether they would like their money back. Getting the pattern is only half the job, the heads still have to be cast and then machined and prices are rising all the time. What we need really are more firm orders each accompanied by £25 per head required. Note that this money is held in a separate deposit account so it is both safe and earning a little money for the Club.

There was considerable discussion on the question of subscription rates for 1978. It was finally decided that there should be a standard rate for both full and associate members of £3.00 and that this included family membership as well (hope I've got that right). Overseas members will pay a little more as before to cover the higher postal costs.

Again the question of a properly printed cover or title sheet for Flower-Power was raised. It was raised last year and referred to the Committee (they did think about it ,honest, but did not pursue it partly on account of cost and partly because some of 'em like the freedom of a non-standard format). It is to be looked at again in the light of the additional funds expected to be brought in by the higher subscription rates.

I'm sure there were lots of other items but I cant remember them. We finished off with a jolly good tea and natter.

RBB

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## CHAIRMANS LETTER

Dear Members,

Firstly a warning of the hidden dangers for the unwary of the starter solenoid (garn, it could'nt happen to anyone else! Ed) which as all good Mayflower owners will know is open to the elements. I was working on a Mayflower engine when there was a sudden flash from the engine compartment and in a split second my wristwatch strap, which is of the metal expanding type, became so hot that it burnt my wrist severely. It became so hot that it stuck to my skin and when I tried to remove it I burned the fingers of my other hand. The links of the strap became welded together and it is now useless, and my wrist hurts! It may be a million to one chance, but watch it!! Somewhere in this issue you will find a cartoon of this momentous event ....we offer a prize of £1 for the best caption sent in to me by 15th. January 1978.

Members will be interested to hear that I am having a cylinder head built up and refaced. If it proves successful we may be on to a good thing so do not dispose of old heads until we know the result. The firm have a blueprint of the cylinder head and are hoping to make an old one into a new one. More news later on this.

Well thats all from me for this year.

All the best for Christmas and Prosperity in 1978

Sincerely

Derek Goodyear

--- ooo ---

It is with extreme sadness that we have to record the passing of Evelyn, the dear wife of our Treasurer Ted Berry. Our hearts go out to him and we all extend to him our deepest sympathy and sincere condolences.

--- ooo ---

Hon Sec's Roundup (from your new Sec, Phil Hall)

Christmas Greetings to you all!

Dear members and friends, this is my first piece in Flower-Power as your new Hon Sec and my first task is to say a really sincere 'thank you' to our former incumbent Eileen for the hard work she put in so faithfully on your behalf. My work is made much easier by the way in which Eileen tackled the job and kept the files, register and other items now handed over to me. It must have been quite something getting it all started. I only hope that I shall be able to follow her great example and prove a worthy servant to the Club.

This is also a good opportunity to thank the Committee for the honour they did me at the Sudely Castle Rally by presenting me with a special trophy for my services to the Club since its formation. This I will always treasure.

Now on with the work!

continued overleaf...

Hon Secs Roundup continued...

Welcome to the following new members:-



I would like to thank Mr.Allwright for help with seats and other spares; also thank you Mr.Copper for your kind letter.

Did you hear of the member from Chippenham who bought a spare Mayflower because he needed a door handle? I wont tell a soul, Bernard.

Do you have difficulty remembering plug and point gaps? Why not write them on a card and tape it under the bonnet.

Finally dont forget our ballpoint pens engraved 'Triumph Mayflower Club'. These are very presentable at 15p each or 10 for £1.50. (send 11p extra for postage). Grand for yourself and the family or sell to your friends...all proceeds go into Club funds.

Keep your letters coming, but if you need a reply try to remember to enclose an SAE.

Phil.

--- oOo ---

What are they worth? Frank Lane noticed this in a recent Sunday Times..

Collectors Cars

Triumph Mayflower 1953 black with beige interior. I owner 38,000 miles, new condition, tax and MOT. Unique opportunity £1,425 Kibworth 3048

He comments....probably a kite-flying exercise but it certainly shows the trend. Hope this might cheer up the members!

I might add that a few weeks ago someone told me that a Mayflower had been WITHDRAWN from auction at £1000. As in all things I suppose they are worth what someone is prepared to pay for them. This is fine when you are selling but could put what has so far been an inexpensive hobby or interest out of reach of many of us.. It is likely to make spares begin to acquire unrealistically inflated prices too. In the main I think it really in our own interests to try to keep prices at a reasonable level. Ed. (Having said that if anyone wants my £300 TR4 for £500 make the cheque out to.....)

--- oOo ---

## ONE FOR THE YOUNG IN HEART...GO ON THE GRAND MAYFLOWER CLUB RALLY

YOU WILL NEED.... A dice, a set of small counters, one per player.

Something to act as small counters, one per player.

### RULES

- a/ Any number of drivers may enter.
- b/ Each driver takes it in turn to throw the dice.
- c/ At places where you have to throw a six, take your turn until you get one then immediately throw again to move forward.
- d/ If you land on a Hazard square (H) throw on your next turn to see which hazard applies (see list I to 6) and then act accordingly.
- e/ On passing square I6 drivers can opt to take the illegal short-cut if they wish.
- f/ Any number of drivers can be on a square at the same time.
- g/ At Checkpoints, start of speed section and finish you are required to throw exactly the right number to finish on the square...if at first you throw a number that is too big, wait till your next turn and try again.

### HAZARDS

1. Plugs fouled, throw a 4 to clean them.
2. Puncture, miss a turn while you change the wheel.
3. Falling asleep at the wheel, miss two turns while you take a nap.
4. Picked up hitchhiker of opposite sex, throw a 6 before proceeding.
5. Run out of petrol, go back to nearest pump (P).
6. Knocked cyclist off bike, miss a turn while arguing and then throw a 6 to proceed, throw again for distance.

Right then, all you Paddy Hopkirks, go to it and may the best driver win!

--- oOo ---

Technical Note from A.E.Lacey.

I have been told that you can replace the windscreens rubber surround on the Mayflower by using the same rubber as used on the Minis and also the chrome surround of the Mini. The only snag is that you cannot use the chrome corner pieces as original on the 'Flower.

--- oOo ---

Car for Sale...I953 Mayflower, 2nd owner who bought car I96I. Stored since I97I. Partially restored, all original parts, seats etc., logbook handbook. Willing to negotiate a fair price. Peter Best, Oakenholt, 5, Wedgwood Road, Felpham, Bognor Regis.

Mr.H.Baxter, 85 Jobs Lane, Tilehill, Coventry has 3 silencers, a set of road springs and a distributor for sale.

Mr.S.Knox of 24, Tymyndd, Pontnewydd, Cwmbran, Gwent wants to know who it was put a Herald engine in a Mayflower. If you know, drop him a line.

Brighton Run continued...

We had arrived at Brighton about 1p.m. after a journey of about 3 hours, (including stops).

At the Marina the Veterans were still arriving and would be until 4.20 pm; the last car we saw arrive was a Minerva. When you think that some of the old cars were only 1 hp and the more powerful only 10 hp it is quite remarkable that some of them could make the run when new, let alone after some 80 years. Still this year the weather for the run was really good.

I think we shall always remember the Brighton Run on the 6th.Nov 1977.

We had a nice run home stopping only for a quiet drink at the Fox Inn, a pleasant country pub. We arrived home by 9.30 pm having had a great day out.

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Ed has received from postmark Kingswood, so he supposes that the Mills have passed it on, two cuttings from The South Middlesex News (of U.S.A.) One cutting is an article entitled "1952 Mayflower Triumph is pride of police chief" and describes the car of member Henry Holbrook who is Police Chief of Holliston. Herewith are a few unconnected extracts.

Holbrook bought the car in 1967 while on vacation in Sarasota, Fla. He says the style of the antique attracted him.

The silver and black car looks like a shortened Rolls Royce, with a long hood and almost perpendicular trunk.

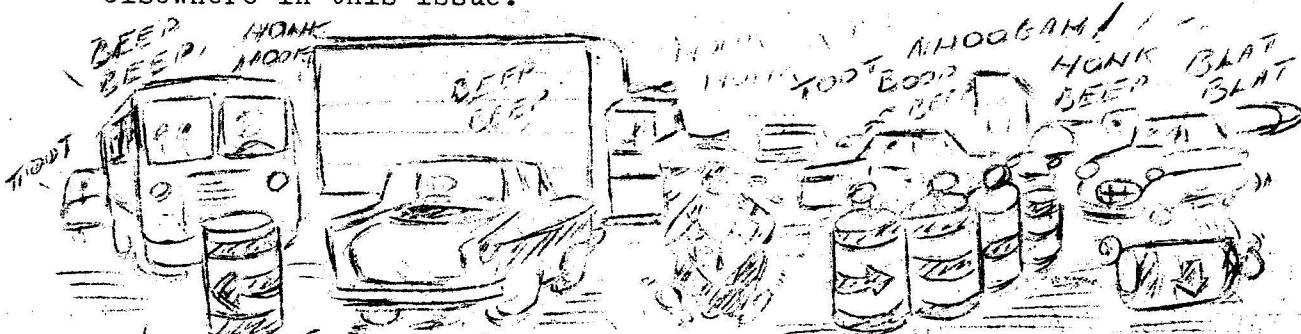
The car runs best, Holbrook says, on "narrow winding roads. You can't pull out into traffic fast".

The sleek '52 Mayflower, rejuvenated and classic, has been laughed at by youths, asked if it was for sale, and even mistaken for a VW in the time Holbrook has owned it.

We were going through Newport R.I. and were in traffic when a Jaguar came up through the breakdown lane. The driver angered the motorists he cut off, but he had to ask what kind of car I had.

Sounds as though the cult of the thoroughbred is not so different in the States, does it!! Ed.

The other cutting was a sort of topical roundup cartoon of local news items. Whilst I am probably infringing all sorts of copyright, I hope they won't mind if I reproduce two of them. Here's one, the other is elsewhere in this issue.



Since Wednesday a new traffic pattern is being used in downtown Framingham. Whoever knocks down the least barrels is the winner!



EARN YOURSELF A POUND !!! A prize of £1 is offered for the best caption for this magnificent sketch, by G.Donaghue, which depicts Chairman inadvertently checking his battery volts with his wrist-watch strap. Entries to Derek Goodyear, 22 Hayes Close, Newtown, Bristol. Closing date 15th January 1978.

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#### THE MULTICOLOURED COVER OF ISSUE NO. 12

Members may have wondered where this magnificent glossy cover came from, there being no reference whatever to it in the mag. This was the result of what might be called an ADMINISTRATIVE ERROR about which we will say no more. The covers were in fact provided as a present to the Club by the Veteran Triumph Register of America through the good offices of our friend Dick Langworth, to whom (both) we are extremely grateful.

Quite a number of spare copies are in store and if any member wants one send a large (very large) SAE to Derek Goodyear saying so. They could be useful as a folder to keep Club papers in, or as a collectors item for the pictures.

Ed.

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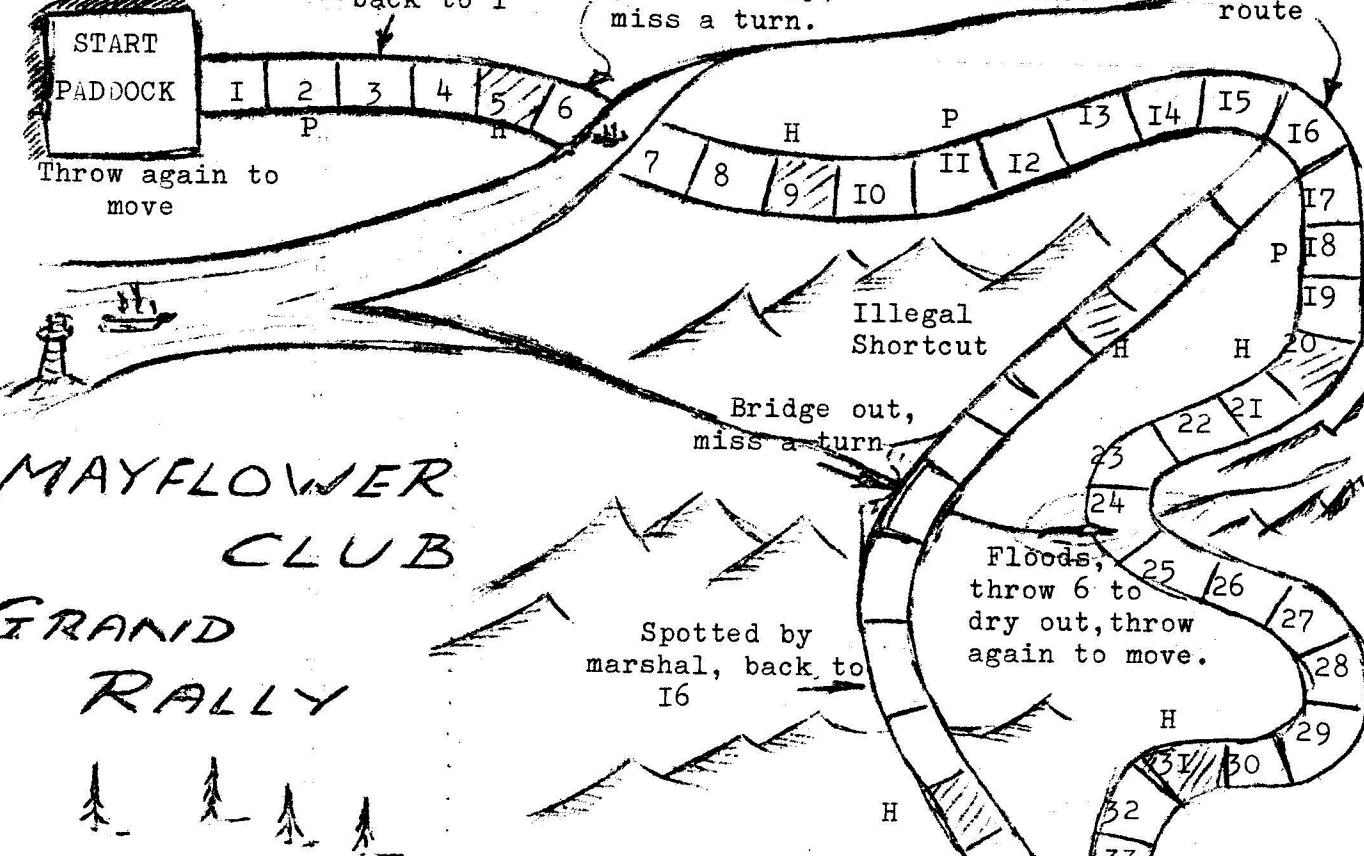
IS IT TRUE THAT  
THE 1952 TRIUMPH,  
'MAYFLOWER' THAT POLICE  
CHIEF HOLBROOK DRIVES,  
HAS TO MAKE A YEARLY  
'PILGRIMAGE' TO  
PLYMOUTH, MASS.?!

Throw 6 to start engine

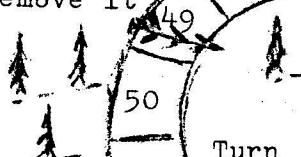
forgot maps, back to I

Missed ferry, miss a turn.

Choice of route



Tree across road, miss a turn to remove it



Turn right  
Stuck in snowdrift. Miss turn to dig out

Checkpoint. You must throw to stop exactly on 35

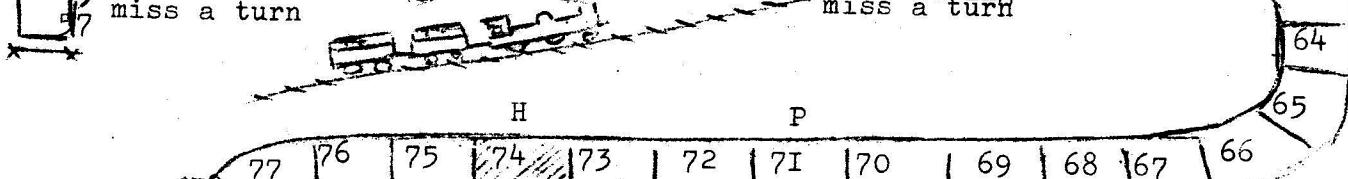
Skidded on restart, miss turn

Dead end, wrong route, back to 52 and miss a turn

Brakes fail back to 53

Checkpoint, throw to stop exactly

Train coming miss a turn



Flock of sheep, miss a turn.

Start of Speed Section. You must stop exactly here, then throw 6 to start engine, throw again for distance.



Throw to finish exactly, then throw 6 to sign in.

Rules on P.5

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SPARES SECTION.....All enquiries and orders to D.Goodyear, 22 Hayes  
Close, Newtown, Bristol, U.K.

NEW SPARES IN STOCK

Ignition Keys	20p	Each
Hub Caps	£3.25	"
Wiper Blades	25p	"
Thermostats	75p	"
Door Locks left	£2.00	"
" " right	£2.00	"
Locking Plate Handles	£3.50	"
Petrol Pumps	£12.50	"
Striker Plates	50p	"
Oil Seals (from)	50p	"
Front Brake Pipes	£3.00	"
Master Cylinder Kits	£2.50	"
Side Lamps	£3.00	"
Fan Belts	£3.00	"
New Jack	£3.00	"
New Carb.	£7.50	"
Clutch Assembly	£10.00	"
Window Rubbers, rear, righthand	£3.00	"
Big End Bearings Std to 050	£6.50	Per Box
Main Bearings Std to 050	£8.00	"
Car Badges	£3.00	Each
Engine Mountings	£2.00	"
Clutch Thrust Race	£3.00	"
Copper Head Gaskets	£3.50	"
Complete Head Sets	£7.50	"
Rear Shock Absorbers	£9.00	"
Rear Brake Hose 101406	£3.00	"
Front Brake Hose	£3.00	"
Carb. Kits	30p	"
Distributor Points	65p	"
Suspension Rubbers	£1.75	Pack of 10
Conversion Sets	£4.50	Each

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Other Spares News

Mayflower Hub Bearings and Oil Seals are said to be obtainable from:-

Bearing Service Ltd.  
Templar House,  
Temple Way,  
BRISTOL I Tel. 299187

Ask for Mr. T.West and mention the Club.

Qty	Description	Maker and No.	Price £ p	Discount %	Net £ p
2	Fr. Inner Bearings	Timken 07100S-07210X	2. 94	35	3. 82
2	Fr. Outer "	" 03062 - 03162	2. 64	35	3. 43
2	Rear Bearings	RHP 6206	4. 22	40	5. 00
2	Fr. Grease Seals	Humphrey LI02	1. 52	-	3. 04
2	Rear Oil Seals	Payen NA 303	1. 38	-	2. 76

continued

10, 10, 10, 225. 40

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This works out that the full price for a complete set would be £25.40 but with discount reduces to £18.05. To this must be added VAT @ 8% (£1.45) making a total payable of £19.50.

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#### Carburettors.....The Solex 30 FAI

The following vehicles used these carburettors, which are thus presumably more or less identical to the Mayflower carb.: -

Hillman Minx Mk's I-IV	I948-52	Singer SMI500	I949-52
Morgan 4-4	46-52	Standard I2	46
Rover 12hp	46	Commer 25cwt norm.con.	46-47
Singer Roadster	46-50	8cwt van	46-50
Morris Commercial types PV, LC and J I946-50			

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#### CARS AND SPARES FOR SALE

Mayflower back bumper with towing bracket but no hook. In need of replating but no marks or dents... £10 M.Hudd, 10 Raeburn Road, St. George, BRISTOL 5.. Tel 614604

1953 model black Mayflower, red interior, No. LUY 859. MOT July 1978. Rebuilt and well maintained, very good condition inside and out. Radio, wing mirrors etc. Car comes with vast amount of spares (list sounds enough to build another, Ed.) and Service Manual, Body and Underframe Repair Manual, and Handbook. Mr.K.G.Simpkins of 5, Elmwood, Chippenham, Wilts (Tel. Chip 3647) is open to sensible offers.

1952 Mayflower, Jade Green, AI excellent, won an award at Sudeley Rally. Whole body sandblasted and resprayed, rechromed. Engine reliable. Price around £675. Roger Keel, Bourne Farm, Burrington, Nr.Bristol. Tel. Blagdon 62255

Mayflower, Black, first reg June 1953. Good condition, not taxed 3 years. Owner needs space. £300. L.Wilson, The Padlock, Coggeshall, Essex Tel. Coggeshall 61257

Mayflower Reg 29-4-52 as SWL20 in Lincoln. Manx Reg 39I LMN. Has had extensive body and chassis repairs-excellent runner-needs attention to interior and paintwork. Repair manual and logbook. £200 ono...Syd. Corlett, 'Benmay', Thorney Road, Douglas, I.O.M. who may also be contacted for another one for spares.

D.C.Pope of 39, Strathville Road, London SW 18 has original servive instruction manual and body and underframe repair manual for sale at £10 (or offers).

1952 Mayflower, recorded mileage 49,000 in remarkable order. Write D.G.Stubbings, 35 Cliveden Close, Cambridge CB4 3LX or 'phone 0223 5II30

D.Fiddament of 7, Gilmorton Road, Lutterworth, Leics. has a 'Flower for sale at a quite reasonable price forced upon him by ill health.

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Technical Tailpiece from A.E.Lacey....who when changing his thermostat recently noticed that you can put them in so that the metal support bands partly block the holes in the housing...take care.

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